found. The wretched admiral was in despair; for lack of stores he had been unable to improve his equipment, and the number of his ships was an embarrassment rather than a source of strength. He prepared to obey, but sent home a remonstrance. On the very heels of his first order, Napoleon despatched Rosily to supersede Villeneuve, who was to return immediately to Paris and answer charges preferred by Napoleon himself. The news outran Rosily's speed, Villeneuve, hearing of the disgrace which had overtaken him, hastened his preparations, and sailed on October nineteenth with thirty-three ships of the line, five frigates, and two brigs. It is easy to see what a tremendous effect the presence of such a naval power in the Mediterranean would have had upon the grand campaign Napoleon had arranged against Austria.

Meantime the total number of ships of the line in the blockading fleet had been raised to thirty-three. On September twenty-eighth Nelson himself came to take command, Collingwood remaining as second. The great admiral hoped for nothing short of absolutely annihilating the naval power of the allies. But he was compelled to send his vessels to Gibraltar for water in detachments, and consequently had only twenty-seven present and available when called on to fight. These were disposed southwestwardly from Cadiz toward Cape Spartel, the main body being fifty miles away when Villeneuve sailed, believing that there were only twenty confronting him. On October tenth Nelson published to his fleet the plan of the coming battle, but in order not to terrify his enemy he hovered at a long distance from the shore. On the twentieth he advanced toward the northwest, having learned from his frigates, which had been watching Cadiz, that the allies had started. Next morning at daybreak his